



This chapter presents an overall urban design framework for the Belmont Village Planning Area. This framework ensures that new development will help establish a distinctive character and identity for the Belmont Village, and that the public realm is attractive, active, and pedestrian-oriented. The urban design framework establishes standards and guidelines by land use district as well as by street typology, as both designations are critical in helping to define the character and function of the Village.

Throughout this chapter are development standards, which are required of all development, as well as design guidelines, which are recommendations intended to provide guidance to all design applicants.

4.1 PLACEMAKING FRAMEWORK

Urban design development standards vary based on land use district within the Belmont Village Planning Area. The four land use districts that are unique to Belmont Village—Village Core, Station Core, Village Corridor Mixed Use, and Village High Density Residential—are envisioned as four distinct kinds of places, each with a different feel. This section provides descriptions and illustrations of these “places,” identifying points of interest and special features that lend each district character and make it a memorable part of the Belmont Village.

While this section describes the character of each land use district, Section 4.2 sets forth development standards and design guidelines for site planning, parking, and building design that, together, set the framework for establishing this character. Section 4.3 sets forth standards and guidelines for streetscape design throughout the Planning Area, which generally vary based on streetscape typology as defined in Chapter 3. Section 4.3 also provides direction on streetscape design that is specific to certain roadways. Future development proposals and public realm improvement projects should reference both Section 4.3 and Chapter 3 for guidance on streetscape. Lastly, Section 4.4 of this chapter provides design guidelines that are intended to guide development throughout Belmont Village.

Figure 4-1 diagrams the land use districts as well as the roadway typologies that are referenced throughout this chapter.



VILLAGE CORE

The vision for future development in the Village Core is to create a strong and walkable downtown district that is central to the Belmont community. The Village Core district includes the conveniences of retail, office, residential and governmental uses as well as recreational open space all in close proximity to each other. The character of new development in the Village Core is intended to be active, memorable, and attractive to residents and visitors.

The central spine of the Village Core district is 5th Avenue between Flashner Lane and O'Neill Avenue. As illustrated in Figure 4-2, this corridor is envisioned to be the district's "Main Street" with urban design features that mark the extents of the district; a consistent street furniture and landscaping scheme; and building frontage design that promotes an active and comfortable pedestrian experience. In addition, the Plan envisions the Village Core district as including a central plaza or green space, located on an adjacent parcel or within a potential 5th Avenue median in the right-of-way. In either case, the green space would be the Village's central meeting place—urban "breathing space" a short walk from the Caltrain station where people can meet friends, sip their morning coffee from a nearby cafe, eat lunch with coworkers during the workday, and potentially stroll through a farmers market on the weekend.

Design specifications for the 5th Avenue right-of-way and building frontage area are provided later in this chapter.

While the heart of the Village Core is located along 5th Avenue, the district extends to the north end of the Planning Area. Figure 4-3 illustrates the view from above the Caltrain platform across El Camino Real, up Hill Street, with the hills visible in the background. Located directly across from the station pick up/drop off area, the intersection of El Camino Real and Hill Street presents a major opportunity for the Belmont Village. Figure 4-3 shows an active node with paving in the center of the intersection, three enhanced crosswalks, and buildings brought to the corners of the parcels, shortening the perceived distance from the station to the Village Core area. In addition, the Plan envisions signature architecture at this major gateway to the City.

FIGURE 4-2: FIFTH AVENUE CONCEPTUAL RENDERINGS

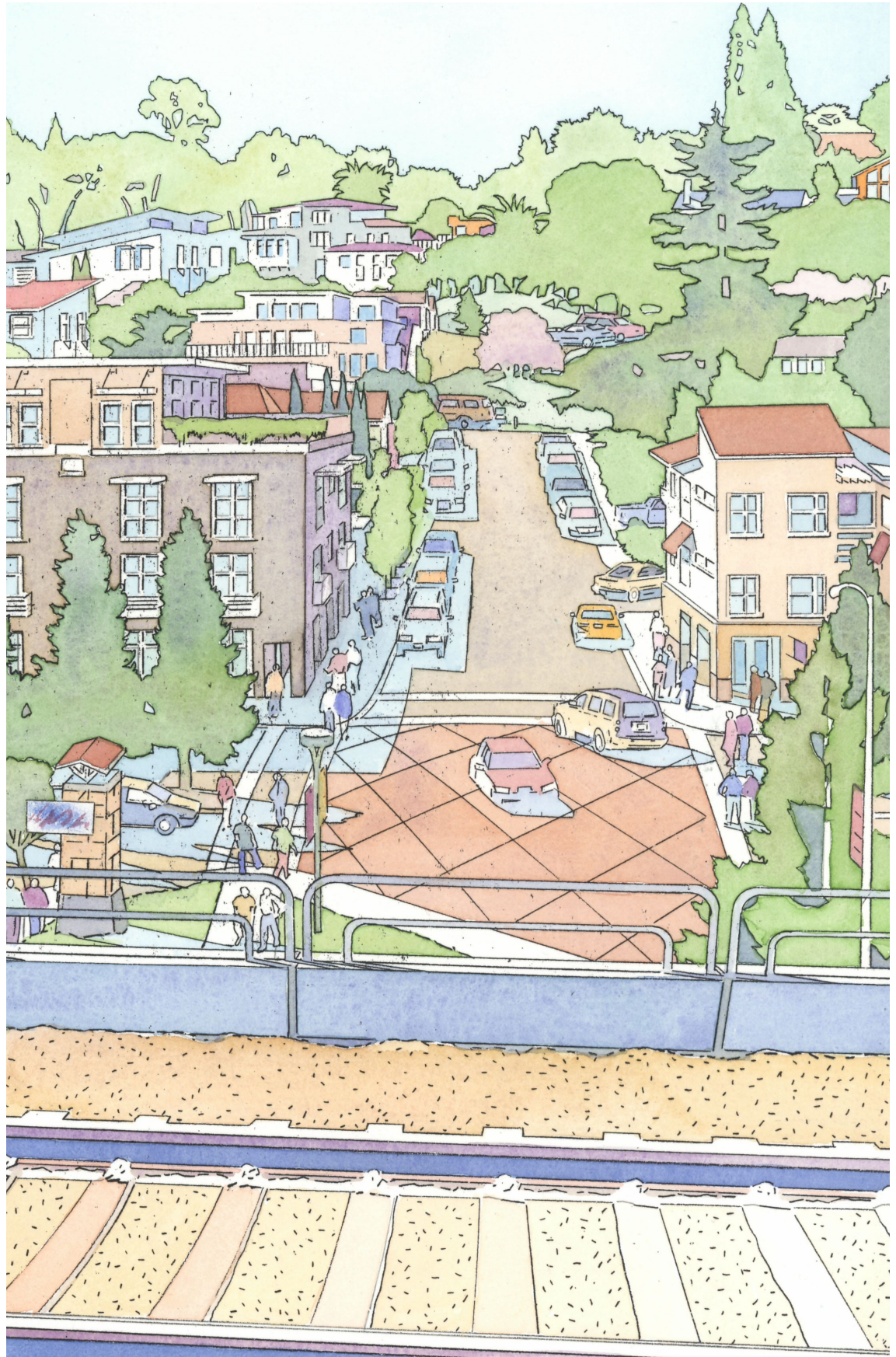


At 5th Avenue and O'Neill Avenue, looking north toward Ralston Avenue.



At Fifth Avenue between Waltermire and Emmett streets, looking north toward Ralston Avenue.

FIGURE 4-3: HILL STREET AND EL CAMINO REAL CONCEPTUAL RENDERING



View toward Hill Street from above the Caltrain platform, looking west.

STATION CORE

The Station Core area is a separate, lower-intensity “Main Street”-type retail district for the Belmont Village. For this district, located along Masonic Way between Highway 101 and the Caltrain station, the Plan envisions a character that is distinct from that of the Village Core. Future development in this area will transform Masonic Way into a walkable and vibrant street lined with active uses, with a neighborhood feel and a unique sense of place.

Illustrated in Figure 4-4, a central feature of the Station Core district is “Masonic Alley”—a pedestrian-only right-of-way that extends from 815 Old County Road through to Masonic Way. As shown in Figure 4-4, this alley is envisioned as the central gathering spot for the area east of the Caltrain tracks. Lined with outdoor vendors, cafes, and upper-story balconies, it will activate this corner of the Village and connect future development on 815 Old County with the rest of the village and the Caltrain station. Close to the Highway 101 exit, this smaller Core district may attract some regional-serving retailers and large employers as well as nearby residents.

VILLAGE HIGH DENSITY

The Village High Density Residential District is located between the Caltrain station, El Camino Real, and access to Highway 101 – a particularly convenient place to live for people who work on the Peninsula or in San Francisco. The vision for future development

FIGURE 4-4: STATION CORE DISTRICT CONCEPTUAL RENDERING



View into “Masonic Alley” from 815 Old County Road, looking south.

in the Village High Density Residential District is to maintain livable housing options for people in the area and to expand the range of housing options within the City of Belmont. Residential development within the Village High Density district will have the advantage of proximity to transit, unique shopping districts and urban open spaces.

VILLAGE CORRIDOR MIXED USE

The Village Corridor Mixed Use district has the most flexibility of the four districts. This area includes a mix of businesses and residential land uses that are vital to the whole city as well as central to the Belmont Village neighborhood. The vision for this district is to maintain a diversity of housing types (lofts, apartments, townhouses, etc.) as well as a range of commercial and office uses. As shown in Figure 4-5, development along Old County Road will benefit from an enhanced connection under the Caltrain tracks at O'Neill Avenue, complete with signature paving and signalization. Multi-story Village Corridor Mixed Use development overlooking Old County Road will enhance the all-hours streetlife and walkability of the area, as will a consistent street tree scheme.

FIGURE 4-5: VILLAGE CORRIDOR MIXED USE DISTRICT CONCEPTUAL RENDERING



View along Old County Road at O'Neill Avenue, looking north. The pedestrian/bicycle undercrossing of the Caltrain tracks is visible on the left.

4.2 STREETScape AND THE PUBLIC REALM

This section contains Development Standards and Design Guidelines related to the design of streetscapes and the public realm throughout the Planning Area. Standards and guidelines are intended to shape new investment to create lively and attractive public spaces and create a unique sense of place. The standards primarily address street frontage improvements to be provided by private development and public works projects. The guidelines address streetscape and public space design on both public lands and public space-facing private properties. The standards and guidelines are organized to reflect the Village Street Typology as described in Chapter 3: Mobility and originally established in the Circulation Element of the General Plan. They focus on the pedestrian accommodation aspect of the Belmont Village Specific Plan's Complete Streets objectives.

Given its average daily traffic levels, El Camino Real is the most-seen street in the city today. Although it is a barrier between the east and west sides of the Planning Area, it is the face of the Village for most residents, visitors, and passersby, especially if they arrive by auto, train, or bus. It is also the focus of the Grand Boulevard Initiative, which seeks to coordinate transformation of the entire Route 82 corridor from San Francisco to San Jose from an urban highway into a smart growth corridor. As such, El Camino Real is targeted for a number of the Specific Plan's key streetscape and public realm improvements.

STREETSCAPE STANDARDS

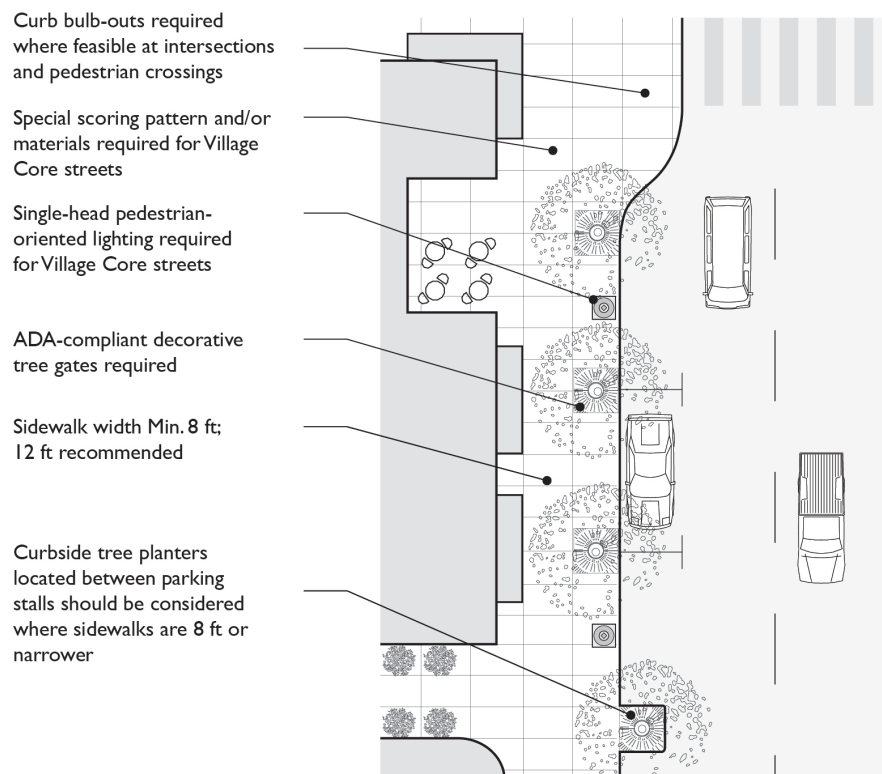
Village Main Street

Main Streets (Figure 4-6) provide primary access to retail and shopping and typically include curbside parking. Frontage improvements shall be provided to create attractive, pedestrian-focused streets.

- **Sidewalks.** Minimum width 6 feet; 12 feet recommended. Corner curb bulb-outs required where feasible. Special scoring pattern and/or materials required for Village Core streets; see Chapter 3, Section 3.3.
- **Street Trees.** Deciduous shade trees, 30 feet on center +/- . Minimum 36-inch box size at time of planting. Minimum tree well 4 feet x 4 feet and/or 16 square feet; 6 feet x 6 feet and/or 36 square feet recommended. ADA-compliant decorative tree grates required. Parking pockets, with curbside tree planters located between parking stalls, should be considered where sidewalks are 8 feet or less.

- **Lighting.** Single-head pedestrian-oriented lighting required for Village Core streets, 60 feet on center +/-, model/type per City requirements.
- **Special Conditions.** Key Village Main streets are planned for special improvements:
 - 5th Avenue: Paving, street trees, lighting to be coordinated as part of focused redevelopment plan for area; see Chapter 3, Section 3.3 for concept requirements and recommendations.
 - 6th Avenue: Paving, street trees, lighting to be coordinated as part of focused redevelopment plan for area; see Chapter 3, Section 3.3 for concept requirements and recommendations.

FIGURE 4-6: STREETSCAPE DEVELOPMENT STANDARD - MAIN STREET

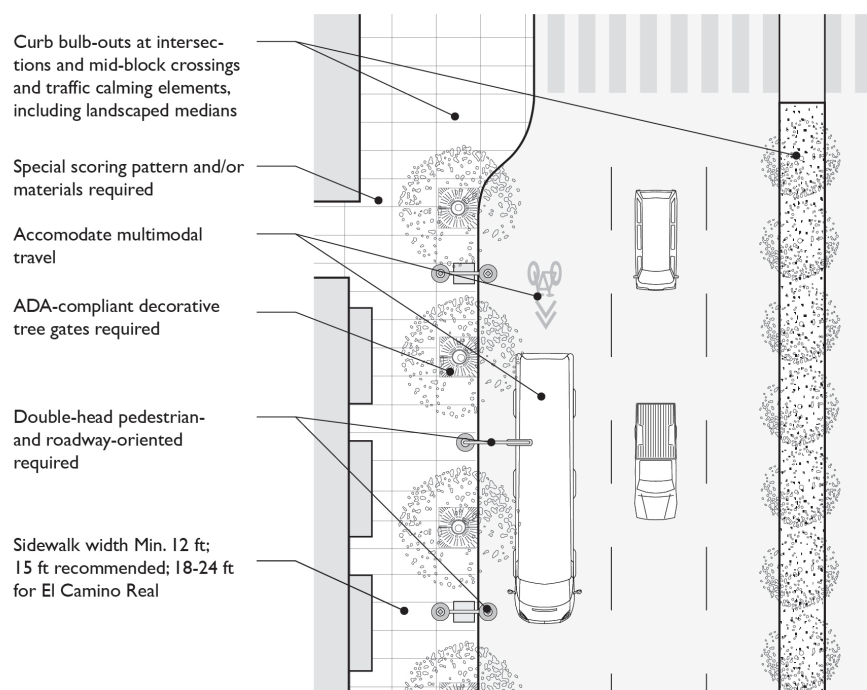


Village Boulevard

Boulevards accommodate multimodal travel with traffic calming elements, including landscaped medians, and provide both local and regional transit service (Figure 4-7).

- **Sidewalks.** Minimum width 12 feet; 15 feet recommended. Corner curb bulb-outs required where feasible. Special scoring pattern and/or material required; see Chapter 3, Section 3.3.
- **Street Trees.** Deciduous canopy trees, 50 feet on center +/- . Minimum 36-inch box size at time of planting. Minimum tree well 6 feet x 6 feet and/or 36 square feet recommended. ADA-compliant decorative tree grates required, unless frontage conditions allow for larger landscape planters, rain gardens, or other amenities that can be coordinated with street tree planting.
- **Lighting.** Double-head pedestrian- and roadway-oriented lighting required for Village Boulevard streets, 100 feet on center +/-, model/type per City requirements.

FIGURE 4-7: STREETSCAPE DEVELOPMENT STANDARD - VILLAGE BOULEVARD



- **Special Conditions.** Key Village Boulevard streets are planned for special improvements:

- Ralston Avenue: Paving, street trees, and lighting to be coordinated as part of the Ralston Corridor Plan improvement for the segment between Twin Pines Road and El Camino Real.
- El Camino Real: Paving, street trees, lighting to be coordinated as part of focused improvement project for the segment within the Village plan area. Consistent with the recommendations of the Grand Boulevard Corridor Plan, sidewalks shall be a minimum of 18 feet wide, up to 24 feet wide if possible. A curbside planting strip and/or rain garden a minimum of 4 feet wide shall be considered for frontages that do not have curbside parking. A double row of trees framing the sidewalk shall be considered where space allows.

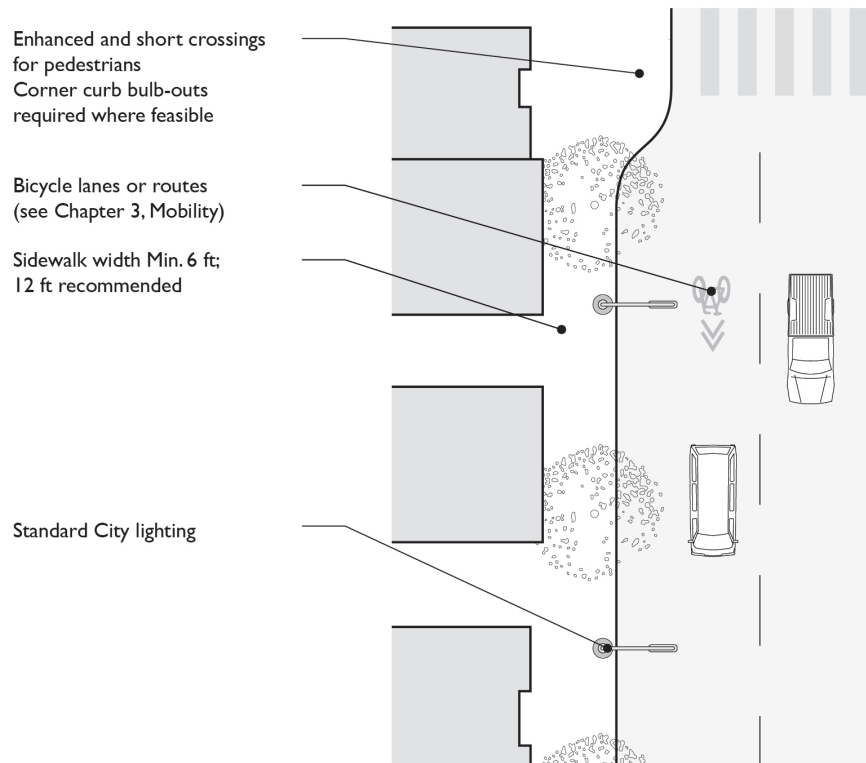
For visibility and maintenance, medians shall be renovated to contain high-branching canopy trees and low-growing shrubs or groundcovers. Existing conifer trees and tall shrubs shall be replaced to improve visibility and perception of El Camino Real as a single boulevard street space.

Village Avenue

Village Avenues (Figure 4-8) provide access between retail areas and local streets, include bicycle lanes or routes, and have enhanced and short crossings for pedestrians.

- **Sidewalks.** Minimum width 6 feet; 12 feet recommended. Corner curb bulb-outs required where feasible.
- **Street Trees.** Deciduous shade trees, 40 feet on center +/- . Minimum tree well 4 feet x 4 feet and/or 16 square feet. Minimum 24-inch box size at time of planting. Parking pockets, with curbside tree planters located between parking stalls, should be considered where sidewalks are 8 feet or less.
- **Lighting.** Standard City lighting, model/type per City requirements.
- **Special Conditions.** Key Village Avenues are planned for special improvements:
 - Old County Road – Paving, street trees, lighting to be coordinated as part of focused improvement project for segment between O'Neill and Masonic Way; see Chapter 3, Section 3.3 for concept requirements and recommendations.

**FIGURE 4-8: STREETSCAPE DEVELOPMENT
STANDARD - VILLAGE AVENUE**





Street trees and curbside parking are features included in the Village Streetscape Character.



Planters and tree wells should have a crisp architectural appearance.



The Specific Plan aims to add street trees, furniture, and pedestrian-oriented street lighting to El Camino Real.

STREETSCAPE AND PUBLIC REALM GUIDELINES

Village Streetscape Character

- Street trees and streetlights should be arranged in a formal manner with a regular spacing. Tree wells, sidewalk paving materials and design treatments, and bordering planter areas should have a crisp architectural appearance, including flowering urns and ornamental lighting for trees.
- Deciduous canopy/shade trees should be planted along all street frontages. London Plane trees and/or trees with similar characteristics are recommended for their canopy/shade characteristics. However, varying shade tree species from street to street should be considered. Special trees – e.g. flowering and/or interesting tree forms – are recommended at Village Gateways and other special locations.
- Curbside parking is recommended along Village Main Street and Village Avenue street frontages as both a pedestrian buffer and source of visitor parking.
- Trees, lights and curbside parking spaces should be designed together to create an orderly appearance and minimize conflicts. Streetlights should be centered between trees to minimize light blocking. Tall-growing canopy trees that branch higher than lights should be used. Trees and lights should be located away from parked-car door-swing areas.
- Pedestrian-oriented lighting should be pleasant, providing good illumination and color rendition, but not overly bright. Light sources should generally be 100 watts or less, with a color temperature of 3000K or less.

El Camino Real

- Large street trees, generous sidewalks, pedestrian-oriented lighting, street furniture, and multiple pedestrian crossings should be established to create a gracious, grand boulevard character. Existing London Plane street trees should remain, and additional infill trees should be planted to create a continuous canopy.
- Significant parking edge trees should be retained and incorporated into frontage setback areas.

Gateways

- Special gateway landscaping, sign structures, and special paving approaches are recommended at high visibility locations. Some gateways are primarily for district identity and orientation. All should play a role in Village traffic calming efforts.
 - Ralston Avenue/Twin Pines Lane – An entry sign/feature to mark the boundary of the district could be included on signposts.
 - Ralston Avenue/Elmer Street – A gateway or traffic calming feature is recommended. The pedestrian crossing should be upgraded to include a traffic signal, curb extensions, high visibility pavement markings, a median refuge area, and advanced warning signals. An entry sign or other feature to mark the boundary of the Village could be included in the island or at the southbound bulbout.
 - El Camino Real/Middle Road – An entry sign or other feature to mark the boundary of the Village could be included on signposts or at the tip of the median east of the intersection.
 - El Camino Real/O'Neill Avenue – A gateway or traffic calming feature is recommended. An entry sign or other feature to mark the boundary of the Village could be provided along the northern side of the intersection adjacent to the proposed El Camino Real bicycle/pedestrian way and proposed railroad undercrossing.

Transit Stops

- Transit stops for SamTrans bus and/or shuttles should be attractive pedestrian landmarks. They should include benches, shelters (with lighting), special paving surfaces, and other amenities. Architectural elements should have a common design theme in terms of style, materials, color, etc.

Landscape Treatment

General Plant Materials

- Species should be drought tolerant and selected and placed to reflect both ornamental and functional characteristics. Ornamental planting within setbacks and courtyard areas shall be selected for drought tolerance, hardiness, beauty, and ability to support regional habitat, including pollinators and bird species.
- Deciduous trees should be the predominant large plant material used. They should be used as street trees and located adjacent to buildings and within parking areas to provide shade in summer and allow sun in winter. Species should be selected that have deep roots, provide fall color, and minimize litter and other maintenance problems.



Transit stops should provide amenities for pedestrian uses.



Residential and commercial landscaping should use drought resistant plants.

- Evergreen shrubs and trees should be used as a screening device along rear property lines (not directly adjacent to residences), around mechanical appurtenances, and to obscure grillwork and fencing associated with service areas, parking garages, etc.
- Flowering shrubs and trees should be used where they can be most appreciated, adjacent to walks and open space areas, or as a frame for building entrances, stairs, and walks.
- Specimen Trees, tree species that have special characteristics yet require high levels of maintenance, may be considered for limited locations at key highly visible locations.
- Flowers with annual or seasonal color are recommended to highlight special locations, such as courtyards, building entrances, or access drives.
- Drip irrigation systems should be provided for all planted areas; see standards and implementation requirements for use of recycled water. Subterranean drip systems should also be considered.

Trees along Roadways

Street trees are an indicator of publicly-accessible space, as well as a source of shade and green. They should be provided along all publicly accessible streets and major pedestrian ways. Deciduous trees are recommended, as noted above. In general, a consistent species should be used along the length of a street or way. Tree grates should be provided in locations where street trees are adjacent to on-street parking; where trees are not adjacent to on-street parking, planting strips should be considered.

- Trees should be planted in curbside tree wells with a minimum horizontal dimension of 4 feet (6 feet preferred) and planting soil depth of three feet.
- Where possible, larger subsurface areas should be created to encourage root growth; approaches include trenches, structural soil, and suspended pavement systems. Approximately 1,000 cubic feet of soil volume is recommended to support a large canopy tree.

Landscaping in Surface Parking Lots

Landscaping in surface parking lots should be designed as an integral feature of the site development plan.

- In general, trees should be distributed evenly throughout parking lots to provide shade and enhance appearance, particularly as seen from adjacent streets and buildings. A regularly spaced grid of trees is encouraged, with trees planted toward the rear of parking stalls rather than at the front of bays. This arrangement provides more even distribution of vegetation and shade throughout the parking area.

- Other landscape and shaping approaches should be considered. These could utilize trellises, columns, walls, and/or arbors with vines, wind rows, or other elements.
- Hedges and other freestanding mass shrub plantings should be kept relatively low – i.e., 30 inches or less – to maintain visibility. Taller screen plantings should be employed for large blank walls, mechanical equipment enclosures, and similar features.
- Mounding or berming is not recommended. Terracing should be used as an alternative to or in combination with sloped earth areas where needed.



Surface parking lots should include street trees that provide shade and beautification.

Recommended Trees

The trees below are consistent with the Plan's guidelines. Final planting palettes may vary according to availability and site design.

Street and Parking Lot Shade Trees

These trees are recommended for their habitat value and attractive foliage. Final tree selection(s) should be made for upright growth characteristics, growth speed to maturity, drought tolerance, shade provided, and availability. Note: Oaks produce acorns and should not be used in pedestrian-oriented locations.

LOW IMPACT DEVELOPMENT

To the extent feasible, streetscape design in Belmont Village will incorporate Low Impact Development (LID) features. LID technologies and designs mimic natural watershed processes by replicating pre-urban development hydrologic conditions on site, typically by directing stormwater runoff to natural vegetated systems, such as landscaped planters, swales, and gardens that reduce, filter, or slow the runoff before it makes its way into the storm drainage system. LID can be incorporated into public realm streetscape and natural or common open spaces within the community. In urban environments like Belmont Village, these features often include drainage swales in roadway or parking medians or planter strips, planter boxes and vegetated curb extensions, or demonstration gardens to enhance civic and recreational quality. See also discussion of stormwater management and goals and policies in Section 5.1, Wet Utilities.

Deciduous Canopy Trees



London Plane Tree, *Platanus acerifolia*
'Columbia'



English Oak, *Quercus robur*



Kentucky Coffee Tree, *Gymnocladus dioica*



Chinese Elm, *Ulmus parvifolia*



Zelkova, *Zelkova serrata*



Hackberry, *Celtis occidentalis*



California Sycamore, *Platanus racemosa*

Deciduous Trees



Red Maple, *Acer rubrum*



Ginkgo, *Ginkgo biloba* (male only)



Tupelo, *Nyssa sylvatica*

Broadleaf Evergreen Trees



Brisbane Box, *Lophostemon confertus*



Coast Live Oak, *Quercus agrifolia*



Shumard Red Oak, *Quercus shumardii*



Cork Oak, *Quercus suber*

Medium-Size and Flowering Trees

These trees are recommended for special locations where canopy shade is not necessary.



Chinese Pistache, *Pistacia chinensis*



Flowering Pear, *Pyrus calleryana*



Crape Myrtle, *Lagerstroemia indica*
(Powdery Mildew resistant varieties)



Western Redbud, *Cercis occidentalis*

4.3 DEVELOPMENT STANDARDS

This section describes basic development standards. The standards listed here are requirements for all development within the four land use districts that are unique to Belmont Village. Included are minimum and maximum development intensity; maximum lot coverage; minimum and maximum building height; and parking standards. Development standards for the Planning Area are codified in the zoning regulations for Belmont Village, included as Appendix A. The zoning regulations reflect and expand on the standards described in this section, and provide definitions, additional regulations regarding allowable uses, and the development review process for projects in the Planning Area.



Low Impact Development features direct stormwater runoff into planters, swales, and gardens.

DEVELOPMENT INTENSITY, LOT COVERAGE, AND OPEN SPACE

For non-residential uses, development intensity is measured in terms of Floor Area Ratio (FAR); for residential uses, development intensity is measured in terms of residential density.

To calculate the FAR, find the total square footage of the floors in a main structure measured to the outside surface of the exterior walls, including stairwells, and all areas that are both covered and more than 50 percent enclosed with walls. Divide the total floor area by the lot area to arrive at the FAR (see Figure 4-9). Garage square footage (attached or detached), square footage of on-site accessory structures, and square footage of basements are not included in the FAR calculation. Dedicated public streets (e.g., the extension of 5th Avenue) may also be excluded from the FAR calculations.

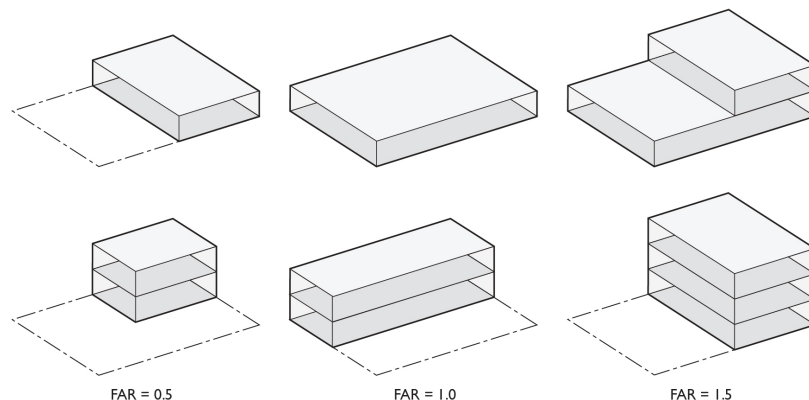
$$\text{FAR} = \text{Floor Area (square feet)} / \text{Lot Area (square feet)}$$

To determine residential density, add the number of residential units and divide by the area of the lot as measured in acres to arrive at the residential density.

$$\text{Residential Density} = \text{Number of dwelling units} / \text{Lot Area (acres)}$$

For mixed-use development that includes both nonresidential and residential land uses, FAR intensity standards apply to all uses combined. The requirements for maximum FAR and residential density can be increased if the project has been determined to include substantial community benefits. (See Section 31.4.1(F) in the Village Zoning regulations).

FIGURE 4-9: DETERMINING FLOOR AREA RATIO



For all uses, lot coverage is determined as a percentage of the lot which is covered by built area.

To implement the Specific Plan, zoning regulations accompanying this Specific Plan include a Community Benefits component (Section 31.4.1(F)) that specifies the procedures and requirements for a development seeking additional density or intensity. Community benefits to be considered include the following, which may be updated or modified by the City Council through a public hearing process with community input.

- On-site affordable housing in an amount exceeding the City's requirements for inclusionary housing established in the Zoning Ordinance.

Table 4-1: Development Intensity, Lot Coverage, and Open Space Standards

Standard	Village Core	Station Core	Village Corridor Mixed Use	Village High Density Residential
Minimum Floor Area Ratio (FAR)	0.5	0.2	0.5	N/A
Maximum Floor Area Ratio (FAR)	2.0; 2.5 allowed with community benefits	1.5; 2.0 allowed with community benefits	2.0; 2.5 allowed with community benefits	N/A
Minimum Residential Density (dwelling units/acre)	N/A	N/A	N/A	21
Maximum Residential Density (dwelling units/acre)	N/A	N/A	N/A	45; 60 allowed with community benefits
Maximum Site Coverage (% of Lot)	90	80	80	80
Minimum Public Open Space Area				
Lots < 12,000 sf	N/A	N/A	N/A	N/A
Lots ≥12,000 sf	300 sf	300 sf	200 sf	N/A
Minimum Dimensions	15 ft	15 ft	10 ft	N/A
Minimum Private Open Space (for residential uses)	36 sf per unit; min. dimension 6 ft	36 sf per unit; min. dimension 6 ft	36 sf per unit; min. dimension 6 ft	80 sf per unit; min. dimension 6 ft
Minimum On-site Landscaping (% of Lot); may be incorporated into required public open space area for lots ≥12,000 sf	10	10	10	10
Pathways	Where feasible, site plans must incorporate pathways to the larger public street network and, where feasible, the open space network.			

- Public access easements, wider sidewalks, and additional public right-of-way provided where identified in the Specific Plan.
- Public right-of-way improvements, which are in addition to those required to serve new development.
- Privately owned publicly accessible open space exceeding the minimum requirements of this section, and consistent with the general types and locations of desired public parks and plazas identified in the Specific Plan.
- Below-market rental rates guaranteed for a minimum of ten years for a day care center, cultural facility or incubator space for qualifying small businesses.
- Retention or construction of retail or office commercial development within the Village Corridor Mixed Use District.
- Contributions to a City established fund for purposes of benefitting Community or Regional recreational or cultural use if one is created.
- Community recreational facilities, such as an ice rink.
- Any other community benefit, as determined by the City Council after a duly-noticed public hearing, to be significant, substantial and essential for Specific Plan implementation and which would not otherwise be provided if increased FAR, height or density is not approved.

The amount of additional density/intensity granted will be commensurate with the quantity and quality of community benefit provided, as determined on a case by case basis by the City Council, but cannot exceed the maximums permitted for each district by the Specific Plan. Refer to the development standards in Section 31.4 of the zoning regulations in Appendix A for further detail.

BUILDING HEIGHT

New development is also restricted by building height. Table 4-2 and Figure 4-10 show height maximums for all districts in Belmont Village, while Figure 4-11 shows setback and transitional requirements for lots abutting residential districts.

FIGURE 4-10: MAXIMUM HEIGHTS

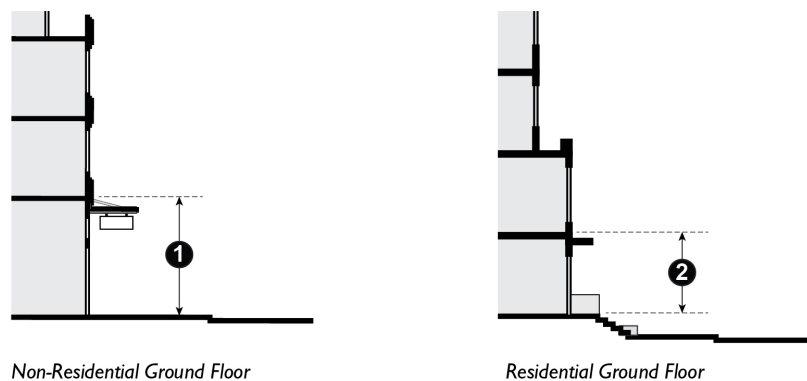


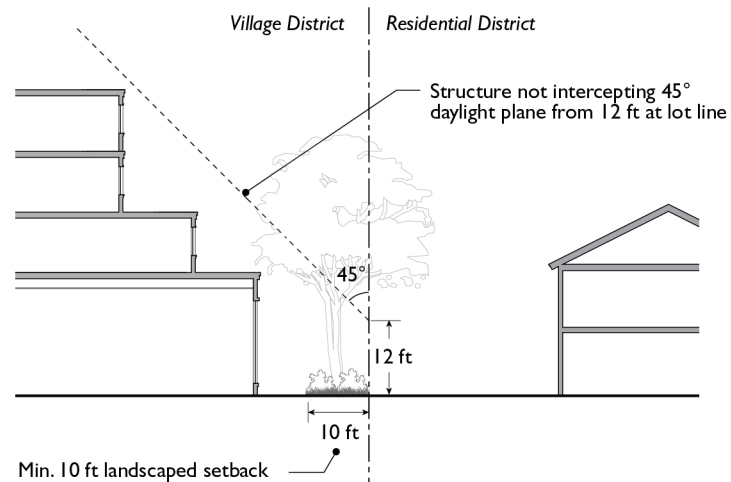
Table 4-2: Maximum Heights

Standard	Village Core	Station Core	Village Corridor Mixed Use	Village High Density Residential
Minimum Building Height (feet)	20	20	None	None
Maximum Building Height (feet) ¹	50 (up to 65 with community benefits)	45 (up to 60 with community benefits)	50 (up to 65 with community benefits)	55
Minimum Ground Floor Height (feet) - Active Use Frontage	16	16	N/A	N/A
Non-Residential Uses (feet)	16	16	16	14
Residential Uses (feet)	10	10	10	10

Notes:

1. Roof forms above the fascia and architectural features such as towers and turrets may project up to 8 feet above the maximum height.

FIGURE 4-11: SETBACK AND TRANSITION REQUIREMENTS FOR LOTS ABUTTING RESIDENTIAL DISTRICTS



PARKING

Minimum and maximum parking requirements throughout the Belmont Village are listed on the following page (Table 4-3). Minimum parking restrictions apply in all cases except when there is participation in shared parking district, in which required on-site parking may be reduced. In addition, further parking exemptions may be made for developments that provide Transportation Demand Management strategies. See Chapter 3, Mobility, and Section 31.6 of the zoning regulations for further detail.

Table 4-3: Parking Standards

Land Use (all Districts)	Minimum	Maximum
Retail	2 spaces minimum per 1000 sf	4 spaces maximum per 1000 sf
Office	3 spaces minimum per 1000 sf	4 spaces maximum per 1000 sf
Hotels	0.5 spaces minimum per room	1 space maximum per room
Residential	Studios: 0.5 spaces minimum per unit One Bedroom: 1 space minimum per unit Two Bedroom: 1.5 spaces minimum per unit Three Bedroom +: 2 spaces per unit	2 spaces per unit + 0.5 spaces per unit for guest parking maximum
Location	For all properties on Main Streets, Boulevards, and Avenues, parking areas and structures must be placed behind or beneath buildings. Parking structures must be wrapped with active ground floor uses where specified (see policy 2.1-15).	
Access	There must be clear, well-lit, safe pedestrian walkways between parking areas and structures and the main sidewalks and building entrances.	
Parking Structure Driveway Width	Maximum 24 feet	
Ground Floor Design	Where a parking structure faces onto a street, the ground floor must be treated with elements of interest and made as active as possible.	



Parking standards in the Village require clear and well-lit walkways between main sidewalks and parking areas.

STREET FRONTAGE

Street frontages are integral to shaping the character of the various roadways within the Belmont Village. This section presents specific required development standards that are related to building design—specifically building frontages. Whereas the above development standards are determined by land use district, the following street frontage standards are determined by street typology, as diagrammed in Figure 4-1: Urban Design Framework.

Village Main Streets

All Village Main Streets are intended to have active ground floor uses and pedestrian activity and slower vehicular speeds, as the most visible activity along them is envisioned as retail and shopping. A mix of uses, both horizontal and vertical, is encouraged along the frontages of Village Main Streets to support the pedestrian experience of the street.

Adherence to the Retail Design Guidelines in Section 4.5 is required for retail along Village Main Streets. These guidelines, which include ground floor architectural features such as signage, awnings, and lighting are required in order to achieve a pedestrian scale on these important street frontages.

Among the Village Main Streets is 5th Avenue from Broadway to Flashner Lane, portions of which are new rights-of-way. Fifth Avenue is intended to become a center for the Village Core district with the most active ground floor uses, pedestrian activity, and development intensity in the area. It is anticipated that segments of 5th Avenue could be closed to vehicular traffic on occasion for special events such as farmer's markets and festivals. Some exceptions apply to street frontages along 5th Avenue between Ralston Avenue and Waltermire Street, as noted in Table 4-4, which provides a selection of street frontage development standards by street type. The complete set of street frontage standards, including standards applicable to each Village District, are provided in Sections 31.4.1 and 31.5.2 in the Village Zoning regulations.

Village Avenues

The pedestrian character of Village Avenues is similar to Village Main Streets, but allows for more flexibility to balance the mixed-mode uses of the street.

Village Boulevards

Boulevards, such as El Camino Real and Ralston Avenue, accommodate high volumes of vehicular traffic. The street frontage for Boulevards character is highly visible to vehicular drivers and prioritizes that while maintaining pedestrian safety. It is required that new development along Boulevards:

- Maintains the street edge by defining it with enough building mass, but also provides enough variety in the facade so that it is not monotonous;
- Allows visibility into the Village Core and Station Core districts; and
- Consolidates driveways.

Table 4-4 on the following page summarizes the requirements for all street types.



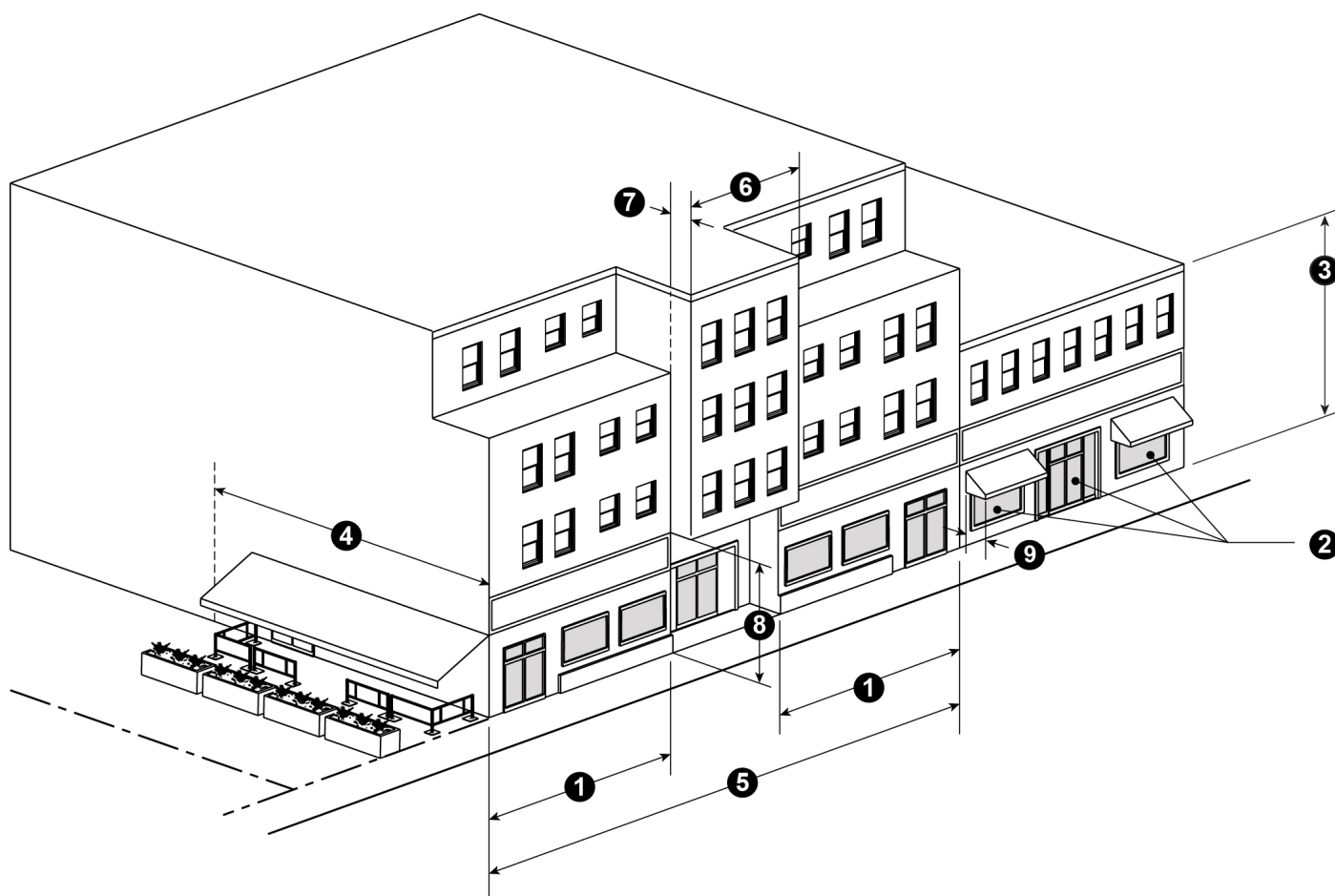
Village Avenues and Boulevards accommodate high volumes of traffic and balance the mixed mode uses of the streets.

Table 4-4: Street Frontage Development Standards

	Main Street	Avenue	Boulevard	Figure 4-12 Key
<i>Street Frontages</i>				
Ground Floor Active Uses along the main building frontage	100% where Active Use Frontage Overlay applies; 75% elsewhere; parking areas, garage entrances, or driveways are not allowed to front on 5th Avenue between Ralston Avenue and Waltermire Street	50% minimum	Not required	1
Ground level required to have windows that are transparent and non-reflective	75% minimum	50% minimum	25% minimum	2
Street wall height	2 story minimum, 3 story maximum	1 story minimum, 3 story maximum	1 story minimum, 3 story maximum	3
Retail depth from front entrance	50 feet minimum	60 feet minimum	25 feet minimum	4
Frontage width ¹	90% minimum of lot width	70% minimum of lot width	50% minimum of lot width	5
Front setback ²	0-5 feet; Must meet requirements for sidewalks in Section 4.2	0-5 feet; Must meet requirements for sidewalks in Section 4.2	0-12 feet; Must meet requirements for sidewalks in Section 4.2	
<i>Encroachments</i>				
Building encroachment lengths	25% maximum of the main façade line, not to exceed 20 feet without a 10 foot separation	25% maximum of the main façade line, not to exceed 20 feet without a 10 foot separation	25% maximum of the main façade line, not to exceed 20 feet without a 10 foot separation	6
Building encroachments depth	3 feet maximum	5 feet maximum	4 feet maximum	7
Building encroachments height ³	15 feet from the street level	15 feet from the street level	15 feet from the street level	8
Awning/Canopy projection ⁴	4 feet maximum	4 feet maximum	4 feet maximum	9
Marquees ⁵	5 feet maximum	5 feet maximum	10 feet maximum	

FIGURE 4-12: BUILDING STANDARDS

**Circled numbers correspond to elements listed in Table 4-4.*



Notes:

1. Exceptions to frontage width include publicly accessible open spaces that front the sidewalk, recessed building entrances, and modulations in the frontage up to 10 feet. All setback areas need to be designed to integrate with the sidewalk. Where publicly accessible open spaces front the sidewalk, they must be designed to function as an extension of the sidewalk.
2. Fronting Village Main Streets and Village Avenues, buildings may be set back up to 10 feet from the sidewalk to allow for outdoor seating areas and public plazas.
3. Encroachments should not interfere with necessary public infrastructure such as lamp posts or other utility poles.
4. Canopies with supporting columns that interrupt the path of pedestrians are not allowed. Exceptions can be made for recessed entrances. With approval of a conditional use permit, the Planning Commission may grant exceptions for recessed entrances.
5. Marquees are defined as built out projections that cantilever from the building. Marquees may not interfere with street furniture, utility poles, etc.

4.4 DESIGN GUIDELINES

The following design guidelines complement the mandatory standards listed in the previous sections of this chapter. These guidelines are based on the community's overall goals for the Belmont Village and the Plan's vision for the Village's many unique districts. These guidelines are recommendations that will form the basis for project design review, as such applicants should comply with these guidelines.

STREET FRONTAGE DESIGN GUIDELINES

- DG 4.1** Allow for a variety of architectural styles. Discourage themed building ensembles.
- DG 4.2** Provide frequent entrances into buildings, particularly into ground-floor uses, and orient entrances to the street.
- DG 4.3** Avoid locating ADA access ramps and entry terraces outside the building, especially if they are parallel to the building frontage. Where possible, locate access ramps within buildings.
- DG 4.4** Include lighting, awnings, signage, display windows, and entrances in storefront design.
- DG 4.5** Provide clearly identifiable signage and integrated public art.
- DG 4.6** Design signage to address both motorists and pedestrians and be integrated as part of the building design.



These storefronts are designed with pedestrian-scaled building articulation and signage, and incorporate unique features that attract pedestrian traffic.

- DG 4.7** Articulate building volumes and facades to create a diverse built environment that responds to the pedestrian scale at the ground floor. Use building elements such as entry zones, glazed facades, seating areas, stoops, and awnings.
- DG 4.8** Employ ground floor recesses for entrances, lobbies, and display windows. Modulate the exterior elevation by using massing changes, recesses, protrusions, overhangs, arcades, material changes, facade rhythm, and layering patterns, decorative elements, shading devices, and roof forms.
- DG 4.9** Avoid reflective glazing.
- DG 4.10** Choose long-lasting and low maintenance facade materials such as metals, glass, brick, engineered wood, concrete and stone whenever possible. On the facades of large buildings, use a balanced mix of materials.
- DG 4.11** Ensure that mechanical equipment placed on the roof or along building walls is not visible from the street.
- DG 4.12** Locate service areas such as storage, trash, and mechanical areas in enclosed areas at the back side of retail spaces, accessible from a secondary street or alley. Minimize noise and visual impact on other uses through screens, facade detailing, and landscaping. Seal and conceal trash areas to contain smells.
- DG 4.13** Anticipate the need for grease interceptors, sewage lines, vent shafts, and trash enclosures for active ground floor uses to avoid costly retrofits for future tenant needs.
- DG 4.14** Discourage blank walls, particularly at the ground-floor level. Where blank walls are unavoidable, use public art, seating, landscaping, facade textures, or layers of different materials to mitigate the visual impact of the blank wall. All exterior walls should maintain variability.



The mural on this wall relates information about the City's history.

SITE PLANNING GUIDELINES

- DG 4.15** Design buildings to be multi-storied and parallel to the street edge to establish an urban character and walkable scale to create a pleasant, pedestrian-environment.
- DG 4.16** Where feasible, share lobbies, circulation spaces, courtyards, garden areas in mixed-use buildings, while ensuring privacy and safety for residential uses.
- DG 4.17** Minimize the visual impact of service areas and parking entrances by locating them behind buildings and away from public streets and pathways. Provide screening through landscaping, fences, and canopies.
- DG 4.18** Where possible, include well-designed, quality community gathering spots and outdoor spaces that range from calm to active in nature as part of retail areas.
- DG 4.19** Include bench seating and public art along pathways and streets to add to a sense of place-making and identity.
- DG 4.20** Encourage surrounding uses to use and engage with public plazas by integrating features that support sitting, eating, outdoor displays, and public art. Where feasible, provide connections to the plaza.
- DG 4.21** Integrate small plazas, seating, or landscaped areas in front of buildings where feasible.



This plaza enlivens the public realm and helps establish an identity for the district. Deeper setbacks may be permitted if public open space is provided.

- DG 4.22** Use public art to lend character to the street experience. Locate public art in interstitial places, weaving together zones where different uses overlap.
- DG 4.23** Use features such as changes in pavement, street trees, awnings, signage, and landmarks to improve visibility and enhance pedestrian comfort.

BUILDING DESIGN GUIDELINES

General Building Design Guidelines

- DG 4.24** Integrate and centralize mechanical, electrical, and plumbing utilities for different uses within mixed-use buildings.
- DG 4.25** Shear walls should be located along common interior walls.
- DG 4.26** Energy efficient and sustainable building strategies are encouraged for new development.

Retail Design Guidelines

Note: The following guidelines must be followed for development within areas identified as Active Ground Floor Frontages in figures 2-2 and 4-1.

- DG 4.27** Design flexible retail spaces that can adapt to market changes over time. This includes accommodating different sizes and combinations of tenants and providing utilities that allow for future tenant mix.
- DG 4.28** Provide at least one entrance from the street. The retail area as a whole should connect to parking and adjacent uses in a convenient and inviting way.
- DG 4.29** Locate retail at building corners regardless of the amount of retail space.



High visibility and transparency make this retail façade approachable and inviting.



The variety of colors and textures, and architectural features of this office building lend character to the street frontage.

Office Design Guidelines

- DG 4.30** Avoid locating office at the ground floor level when possible, except for office uses serving primarily walk-in clientele.
- DG 4.31** Incorporate a variety of design features on the facade of office buildings. Monotonous building facades are discouraged.
- DG 4.32** Connect office buildings to parking and adjacent uses in a safe, convenient, and inviting way.
- DG 4.33** Maintain the urban character of each district by designing office buildings that maintain consistency in bulk and placement with neighboring buildings.

Residential Design Guidelines

- DG 4.34** Break up the massing for multi-family housing. Modulate the bulk of the building to express a pedestrian-friendly scale. Balconies, roof line variations, and vertical circulation should contribute to interesting and varied designs.
- DG 4.35** Design the height and bulk of the building to be pedestrian-scaled.
- DG 4.36** Avoid soft-story apartment buildings.
- DG 4.37** Incorporate shared private open spaces and common access points to parking.

PARKING DESIGN GUIDELINES

- DG 4.38** Where possible, limit the visibility of the parking lots and structures by placing parking behind or beneath buildings. For parking structures, conceal entrances and design the facade to be harmonious in scale with neighboring buildings.
- DG 4.39** Limit the number of driveway curb cuts along public streets by centralizing vehicular access (see Chapter 3: Mobility for more on access to streets and parking).
- DG 4.40** Avoid placing parking entrances along 5th Avenue between Ralston Avenue and Waltermire Street. Parking entrances on Emmett Street, 6th Avenue, and Waltermire Street are preferred.
- DG 4.41** Provide bicycle parking close to building entrances in well-lit, visible locations.
- DG 4.42** In parking structures, provide bicycle parking, car-sharing spaces, and motorcycle parking on the ground level close to the building entrance.
- DG 4.43** Where parking structures are visible from the street or located next to residential uses, provide exterior screening elements to preserve privacy and avoid light pollution at night. Lighting for parking areas should not spill over into residential property.
- DG 4.44** Screen mechanical equipment, service areas, and visible utilities as much as possible.



The design of these residential buildings incorporates a variety of architectural features as well as attractive landscaping for ground-level privacy.



The entrance to this parking garage is seamlessly integrated with the building and the design of neighboring buildings.



Hedges on the exterior of parking lots can serve as screening elements to preserve privacy.

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